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*Prepared for possible presentation at the  
303 meeting tentatively scheduled for 9 Dec 64.  
4 minutes*

*Charts in Annex 1*

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ILLEGIB

GENTLEMEN - THE OBJECTIVE OF THIS VERY BRIEF PRESENTATION IS TO  
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ILLEGIB  
FAMILIARIZE YOU WITH PROJECT OXCART. THE AGENCY'S A-12 PROGRAM.

I WILL SHOW A BRIEF HISTORY OF THE PROJECT FROM PROGRAM APPROVAL  
TO ITS PRESENT POSTURE. I WILL EXPLAIN THE A-12 RECONNAISSANCE  
SYSTEM AND REVIEW THE OPERATIONAL ACCOMPLISHMENTS OF THE PROJECT.

CHART I

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*BRIEFED GEN HILPOT 2*  
*DIA*

*CHAS DICKET GEN ROSS*

PROJECT OXCART ~~AGENCY A-12 PROGRAM~~

25X1A

INITIATED IN THE LATE 50'S AS A FOLLOW ON VEHICLE TO U-2. 25X1A

*HERE WE SEE THE FAMILY OF*  
PICTURE SHOWS AIRCRAFT ON THE RAMP

25X1A



25X1A

*ALSO*  
~~CHART~~ SHOWS AIRCRAFT ON THE FLIGHT LINE ~~WHERE~~ 25X1A

THE A-12, THE SR-71, THE AIR FORCE STRAT RECON VEHICLE, AND THE  
PROTOTYPE INTERCEPTION <sup>OR</sup> THE YF-12, WERE ALL TESTED OUT OF PUBLIC  
VIEW TO PROTECT KNOWLEDGE OF THEIR EXISTANCE. ~~THE A-12 WAS~~

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NOTE THE TWO SEATER - TRAINER WHICH HAD SMALL J-75 ENGINES  
WHICH WAS USED FOR PILOT CHECKOUT - LIMITED TO MACH 1.6.

CHART II  
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PRES APPROVING  
HISTORY  
REC'D IN AUG 1959

ROLLOUT - 2 1/2 YEARS - VERY SOPHISTICATED COMPLICATED AIRCRAFT  
FEB 62

CAPABLE OF OPTG AT VERY HIGH ALTITUDE AND HIGH MACH  
NUMBER. A/C DEVELOPED BY LAC UNDER DIRECTION OF  
KELLY JOHNSON, WHO HAD DESIGNED THE U-2

FIRST FLIGHT - IN A FEW MONTHS - RATHER HAIRY ONLY FLEW A FEW  
APR 62  
FEET - PROBLEM WITH CONTROLS, SET IT DOWN AGAIN.

EMERG<sup>O/R</sup> CAP - LIMITING FACTOR WAS AVAILABILITY OF THE AVIONICS  
NOV 64  
EQUIPMENT.

FULLY O/R - PLACED ON STANDBY BASIS - HAD FUEL STORAGE AND  
NOV 65

DETACHMENT HOUSEKEEPING FACILITIES AT SEVERAL

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FORWARD BASES TO MAINTAIN CAPABILITY TO OPERATE

ON A WORLD-WIDE BASIS. FIELSON, THULE, KADENA,  
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25X1A INCIRLIK. AIR REFUELING SUPPORT & AIRLIFT OF RECOVERY  
PERSONNEL PROVIDED BY [REDACTED] BEALE AFB.

PHASE DOWN - PRESIDENT LOOKING AT THE PROGRESS OF OTHER SYSTEMS  
*DECISION MADE*  
*IN DEC 1966* SUCH AS SATELLITES AND THE AF SR-71 WHICH WERE  
GRADUALLY DEVELOPING READINESS CAPABILITY - DECIDED  
TO PHASE OUT THIS PROGRAM - ACTIONS IMPLEMENTED -  
BASIC REASONS BEHIND DEC W  
TARGET DATE DEC 67. EXPENSIVE PROGRAM TO MAINTAIN;  
25X1A (COVERT OPN - CIVILIAN MAINT - CIA PILOTS - AIRLIFT OF  
[REDACTED]  
PERSONNEL) CHANGING REQMTS AND CHANGING  
AS TO  
PHILOSOPHY WHETHER A COVERT CAPABILITY WAS

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NEEDED.

MAY 67 Approved For Release 2000/08/25 : CIA-RDP33-02415A000800230003-4  
REFUGEE IN VIETNAM ESCAPED AND CHINESE COMMUNISTS

WERE DEVELOPING SSM'S AND FURTHER SUSPECTED  
INTRODUCTION OF THESE WEAPONS INTO VIET NAM,  
PRESIDENT DECISION TO DEPLOY THE OXCART FOR STRATEGIC  
COVERAGE OF THIS AREA. SR-71 NOT OPERATIONALLY  
READY DUE TO LACK OF AVAILABILITY OF AIRCRAFT  
SYSTEMS AND EQUIPMENT. 25X1A

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13 - 14 DAYS AFTER ARRIVAL AT [REDACTED] 1ST OPNL MISSION  
WAS FLOWN ON 31 MAY.

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OPERATION LASTED LITTLE OVER A YEAR - SR-71'S

DEPLOYED IN MARCH 68 - 60 DAY OVERLAP TO INSURE THEY  
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HAD OPERATIONAL CAPABILITY.

CHART III

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AIRCRAFT - ALL TITANIUM CONSTRUCTION DELTA WING REFUELABLE

IN FLIGHT TO EXTEND OPERATIONAL RANGE - ANTI RADAR

ENERGY CANTED RUDDER - RADAR X SECTION REDUCTION <sup>25X1A</sup>

ABSORPTION MATERIELS. WHICH PROVIDED X SECTION

THAT OF U-2. *GRAPHIC ILLUSTRATION.*

ENGINE - J-58 BYPASS TURBOJET - CONTINUOUS AB FOR SUSTAINED  
SUPERSONIC FLT.

SR USES 34 K ENGINE - 20 K HEAVIER, LONGER.

FUEL IN WING - SPEED LIMITED SOMEWHAT DUE TO SEALANT

200 NM 4.5M  
PROBS - RESULTS IN RANGE/ALTITUDE DEGRADATION.

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AIRFLOW INTO ENGINE AT HIGH ALTITUDE PROBLEM &  
CONTROLLED BY INLET SPIKE WHICH IS PROGRAMMED FOR

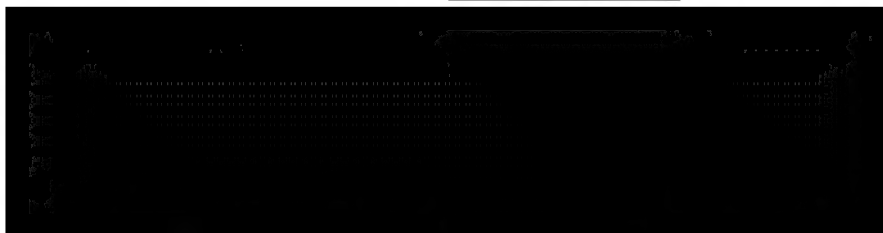
25X1A MACH # TRAVEL TOTAL 26 INCHES AFT AS SPEED INCREASES.

PERFORMANCE

25X1A EXCESS OF [REDACTED] DUE TO ENGINE TEMPS AND LOW

25X1A EQUIVALENT AIRSPEEDS [REDACTED]

25X1A



25X1A SURFACE TEMP UP TO [REDACTED] (HANGAR AFTER FLIGHT

ACTIVATED SPRINKLER SYSTEM)

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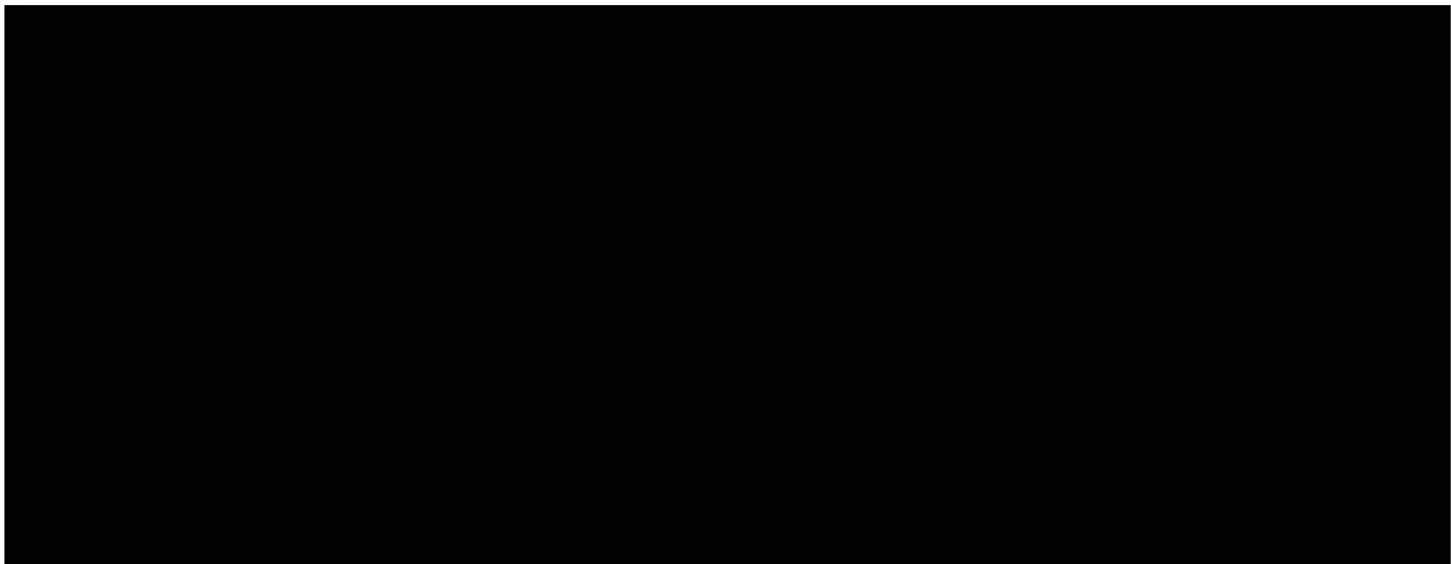
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*WILL CONTINUE TO*  
*OTHER AIR FORCE PROGRAMS & PARTICULARLY THE*  
BENEFICIAL TO SUPERSONIC TRANSPORT DEVELOPMENT BY  
PROVIDING AIRFRAME DESIGN DATA, DATA ON MATERIALS  
FABRICATION (TITANIUM & PLASTICS), FUEL TECHNOLOGY,  
*ENGINE & INLET PERFORMANCE,*  
COMPUTER PROGRAMMED AIRCRAFT SYSTEMS AND ESPECIALLY  
IN ANTICIPATING OPNL CAPABILITIES AND PROBLEMS RELATED  
TO SUPERSONIC FLIGHT.

CHART IV 25X1A

PROFILE

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ALL TECHNIQUES RELATED TO THIS PROFILE WERE THE RESULT OF  
METICULOUS FLIGHT TEST PROGRAMS RESULTING FROM OPNL EXPERIENCE.

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ALL OF THE KNOWLEDGE GAINED WAS PASSED ON TO THE AIR FORCE SR-71  
PROGRAM.

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FLIGHT PLANNING FOR ALL A-12 MISSIONS WAS ACCOMPLISHED HERE AT  
HQS BECAUSE OF THE COMPLEXITY OF FLIGHT PLANS AND THE AVAILABILITY  
OF COMPUTER SERVICES. MOST ON BOARD SYSTEMS, PRINCIPALLY THE  
INS AND CAMERAS WERE PROGRAMMED BY COMPUTERIZED OUTPUTS.  
MINUTE  
RUN 07 MISSION FILM.

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11 OPERATIONAL A/C BUILT

3 TEST (2 TAGBOARD, 1 LAC)

1 TRAINER

LOSSES - LIKE ANY OTHER DEVELOPMENT PROGRAM

25X1A 5 OPERATIONAL AND 1 TEST AIRCRAFT LOST - 5 DUE TO MATERIEL

FAILURE - 1 IMPROPER MAINTENANCE - 9 REMAIN (1 NOT SHOWN -

25X1A

1 - PITOT SYSTEM

2 - CONTROL SYSTEM FAILURE (BINDING ELEVONS)

3 - STABILITY AUGMENTATION SYSTEM - WIRED IMPROPERLY

4 - TAGBOARD

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5 - RAN OUT OF FUEL - FUEL GAUGING

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25X1A

6 - CATASTROPHIC ENGINE FAIL ON TEST FLIGHT

25X1A

SYS 6 - WIDE BAND ELINT COLLECTOR [REDACTED] ANGE.

EWS & CAMERAS - DETAIL ON SUBSEQUENT CHARTS.

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25X1A

25X

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HIS REAR AND DETONATE - ONE PASSED JUST ABEAM - NOTED THAT MISSILE  
WAS SPIRALING. CONTROL SURFACES JAMMED. HOLE IN AIRCRAFT.

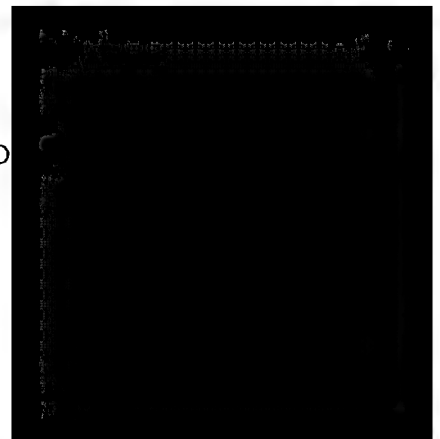


CHART VII CAMERAS ELINT  
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TYPE I USED OVER NVN AND NK

18" - 3' RESOLUTION - HAZE DEGRADATIO

ELINT - LINE OF SIGHT COVERAGE.



25X1A

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*USSR SAM Program*  
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RADAR RANGE - FAN SONG SIMULATOR - RADAR X SECTION REDUCTION

STUDIES - ISOLATION STUDIES.

LAC AREA - FLIGHT TEST

25X1A OPS AREA

HOUSING [REDACTED] TOTAL POPULATION AT PROGRAM PEAK.

25X1A

25X1A REST HOUSEKEEPING - MFG TECH REPS

FUEL STORAGE [REDACTED]  
*HIGH MACH / ALT*  
FOR OPTG ENVIRONMENT.

REVIEW OF OPERATIONAL CONCEPT:

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- \* MISSIONS PLANNED, COMMANDED & CONTROLLED FROM OSA HEADQUARTERS.

CLOSE TO THE POLITICAL PULSE & APPROVAL AUTHORITY

TAKE ADVANTAGE OF LATEST GLOBAL WEATHER DATA

*DETACHMENT MAINTAINED A QUICK REACTION CAPABILITY IN A*

- \* 24 HOUR ALERT POSTURE

25X1A

- \* MISSIONS FLOWN OUT OF [REDACTED] FOR FORWARD BASE AS REQUIRED DEPENDING

25X1A UPON NOTIFICATION TIME. I. E., 1967 MIDDLE EAST CONFLICT - READY TO

[REDACTED]

25X1A

- \* OVERFLIGHTS FLOWN AT [REDACTED] USING MIN PEN ALT OF 76 M.

- \* CIA CIVILIAN PILOTS.

- \* NO AIRCRAFT MARKINGS.

- \* BLA [REDACTED]

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*Lesson (would not report to HSN 4/c)*

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BLACK SHIELD DEPLOYMENT, *as mentioned earlier, came as a result of increasing concern over <sup>possible</sup> Chinese introduction of SSaf's into Viet Nam.*

FAR EAST CONTINGENCY DEPLOYMENT - PRIMARY MISSION WAS  
SSM SEARCH OF VIET NAM.

COLLECTED PEOPLE AND THINGS - AF SUPPORT - C-141'S  
KC-135 SUPPORT FROM BEALE TANKER SQUADRON. SPECIALLY  
CONFIGURED TANKERS TO ISOLATE FUEL.

ALL ON SCHEDULE.

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DEPLOY ROUTE

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## DEPLOY SUMMARY

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CHART XII

TYPICAL BLACK SHIELD MISSION

MISSION'S PHOTOGRAPHY IN DISPLAY



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COVERAGE - SHOWS KIND OF COVERAGE CAPABLE OF OBTAINING  
ON TWO GOOD SUCCESSIVE WX DAYS.

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CHART XIV

#### NORTH KOREA MISSION

IN JAN 68 AFTER PUEBLO CAPTURE, APPROVAL RECEIVED TO  
COVER NORTH KOREA - NOT ONLY FOUND THE PUEBLO BUT OBTAINED  
EXCELLENT COVERAGE OF NORTH KOREA WHICH HADN'T BEEN AVAIL  
TO INTEL COMMUNITY FOR QUITE SOME TIME.

(EXPLAIN MISSION)

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## OPERATIONAL MISSION SUMMARY

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CHART XVI

REDEPLOY

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CHART XVII

AIRCRAFT STORED